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The Proposed Increase in Judicial Salaries.

We print this morning a letter from well known member of the New York bar in which some very sensible doubts are suggested as to the propriety of the proposed increase in the salary of Supreme Court Justices in this city from \$17,500 to \$25,000 a year. The writer's views are conservative and are expressed without that asperity which frequently characterizes the discussion of such questions.

We agree with our correspondent that the present salary of \$17,500 is adequate and ought not to be increased.

This compensation is the equivalent of that paid to our Ambassaders of the first class, and higher, we believe, than that paid to any other public officers in this country except the President. It is certainly quite sufficient in amount to enable the recipient to live in comfort and in an abode and with surroundings suitable to his official station, even when the expenses of living are as high as they are at present. It should be remembered that the Judges of the higher courts are relieved from all expenditures en account of office rent, clerk hire and the purchase of books-three items which represent a very considerable aggregate in the annual expenses of a practising lawyer.

There are two other considerations which furnish strong arguments in favor of the sufficiency of the present salary. The term of a Supreme Court Justice is a long one-fourteen years-and a good Judge in these days is almost certain of reelection. Thus a Judge enjoys a length and certainty of tenure which should be regarded as an offset to the possibility of acquiring a larger professional income if he had remained in practice. Then again the honor of holding such an office which always comes to one who discharges these duties faithfully and well ought in itself to be deemed no inconsiderable reward for the diminution of income which may be involved in some cases by the acceptance of a place upon the bench.

We are well aware that a Justice of the Supreme Court who diligently performs the duties of his office in this city must work hard; but looking at the question fairly and from all sides we are not impressed with the strength of the arguments which have been put forward in favor of an increase in the compensation of these officers.

Colonies.

It is settled that during at least the term of the Bannerman Government the demand for discrimination on favor of colonial products in the markets of the United Kingdom made on behalf of the Australian Commonwealth, New Zealand, Cape Colony and Natal concurring, will not be granted. It was evident, indeed, from the speech made on May 2 in the imperial conference by Mr. H. H. ASQUITH, Chancellor of the Exchequer. that no such concession would have been yielded even if all the Colonial Premiers and the representative of British India had combined to urge it. As a matter of fact, Mr. DEARIN, the Australian Premier, did not receive much if any support from Sir WILFRID LAURIER, and he met with open opposition from the Premier of the Transvaal and the spokesman of the Calcutta Government.

Mr. ASQUITH pointed out that the concession of tariff preferences to colonial products would involve the imposition of protective duties on similar commodities coming from foreign countries, and consequently an abjuration of the principle of free trade, which had been reasserted with emphasis at the last general election in the United Kingdom. The colonies were, of course, at liberty, he added, to advocate a preferential tariff as calculated signally to promote their Interests, but his Majesty's Government held free trade to be of vital moment to the United Kingdom and could not undertake even in a tentative way to do anything likely to undermine that policy. What seems to have been overlooked by some Colonial Premiers was patent to Mr. Asquith, namely, that to levy protactive duties, no matter how small, on rood staples imported from the United States would inevitably provoke a retalistion, of which British manufacturers and operatives would be the victims.

eral BOTHA, Premier of the Transvaal, who said that he did not want a preferential tariff, because he desired his colony to remain at liberty to levy increased duties upon British goods as well as upon imports from other countries. This the Transvaal would not be able to do if it accepted discrimination in its favor from the United Kingdom. As to the line followed by Sir ROBERT BOND, Premier of Newfoundland, the reports are conflicting, one telegramaverring that he agreed with General BOTHA, while another says that he expressed willingness to cooperate in the policy of preference already adopted in Canada with regard to imports from Great Britain. Sir WILFRID LAURIER has shown no disposition to exact from the parent State a quid pre out in kind in return for the Dominion's concession of preference, but put forward the suggestion that an equivalent might be given

A similar position was taken by Gen-

between England and Canada and between Canada and Australasia. This proposal the British Government, it is understood, will consider seriously.

What then has the conference of Colo-

nial Premiers accomplished? It has done

but little or nothing to further the adoption of what Mr. CHAMBERLAIN has pro claimed the only method of binding the self-governing colonies to the Empire. It has not even sanctioned the creation of an Imperial Council, such as the Balfour Government planned, for the project was earnestly resisted by Sir WILFRID LAURIER on the ground that resolutions might be passed in such a body which might cause trouble in Canada. It has, however, been agreed that the conference of Colonial Premiers shall hereafter be called "Imperial" instead of "Colonial"; that it shall meet once in four years, and that a secretarial staff shall be formed under the direction of the British Secretary for the Colonies, for the purpose of obtaining information for the use of succeeding conferences, carrying out resolutions and conducting correspondence on matters relating to colonial interests. An agreement has also been reached to create a staff selected from the forces of the Empire as a whole to prepare schemes of concerted defence on a common principle and tender advice as to the organization and training of the military resources of the colonies, though the acceptance or rejection of such advice will, of course, be left to the Colonial Governments.

These are undoubtedly steps, even if short and ineffective steps, toward the ultimate cooperation of the several sections of the Empire, and they indicate a readiness to go somewhat further than the conference of 1902 seemed disposed to go. Nor is there any doubt that the reception of the Colonial Premiers has been much more enthusiastic than it was five years ago, or that far greater interest is now taken by the British public in colonial affairs. So far then as the unity of the Empire depends upon sentiment it has been strengthened, though the cementing of it by the tie of interest which Mr. CHAMBERLAIN deemed indispensable seems as far off as ever.

Beef, This Year and Last Year.

A year ago the country was wallowing n the unsavory scandals of Packing town; now few of us ever think of the place. We eat the meat that is set before us, forgetting that only a few short months ago we were indulging in many noisy words about both the price and the purity of our beef supply. In the May number of The World To-

day Professor Shalles Mathews, its editor, reports his recent investigation of present conditions in the packing houses. Accompanied by Professor JORDAN, a bacteriologist and sanitary expert, and Professor HERTOEN, a well known pathologist, Professor MATHEWS spent about eight days in his investigation. He states that he "saw every stage of the packing process and visited the most important departments repeatedly. He covered all the leading packing plants and some of the less prominent The representatives of the packers gave him a welcome and free access to al parts of their establishments, and the Government inspectors gave him all possible assistance. He says: "No one of them has ever evaded a question or hesitated to show me a room or an object No Preferential Tariff for the British I have asked to see." We may therefore accept without hesitation the ver-

Professor MATHEWS describes the stock yards and follows the mechanical processes of beef packing from car to can. At its best it is no dainty business. and this writer does not hesitate to show his readers as much as is necessary of its objectionable features. This furnishes a background upon which is thrown the picture of the effort to keep all processes as clean as possible. The Government inspection he finds to be "genuine and efficient." The pens, which "are really barnyards," are "as clean as the use to which they are subjected will permit. The killing beds are cleaned constantly while the killing goes on, and are thoroughly washed at night with hot water sent at high pressure through a three inch hose. The trucks on which the freshly killed meat is carried are immersed in boiling lye or thoroughly rinsed with scalding water, and the work

tables are scalded, scraped and salted. A similar attention is paid to all rooms and appliances in all the different departments. Proper sanitary apparatus has been put in washrooms and toilet rooms, ventilation has been improved and rigid rules are enforced in regard to the personal cleanliness of the work people and the cleanliness of their garments. In one concern manicures are employed, who give regular attention to the hands of all women and girls engaged in packing meat by hand. While conditions in these places are not entirely ideal, it is open to doubt if a huge packing plant can ever be made altogether immaculate. Professor MATHEWS'S report is therefore only an assurance that the consumers of the output of these establishments may eat their beef and ham and mutton, whether fresh, canned or pickled, and their bacon, lard and sausages with peace of mind and full conviction that they are not with each mouthful risking a horrible death.

The point open to special priticism is that in order to do what ought to be done under the police power of a city, a county or a State it has been deemed necessary to invoke the national authority and to spend \$3,000,000 annually to insure the wholesomeness of our food.

Discipline on the Railroads. At the last session of Congress an ap-propriation of \$50,000 was made to enable the Interstate Commerce Commission to experiment with the automatic stop, a device which sets the brakes on a train that has passed a danger signal. Theoretically the block system should prevent accidents, but frequently it fails because signalmen misunderstand telegraphic orders, or the operator blunders or the engineer runs into the next block as far as he dares, disregarding the signal, or he is dead beet and does not by subsidizing lines of steamers between see it at all. The automatic stop was

ngland and the more important colnies. He especially recommended lines, it may be doubted whether railroad men are willing to trust the automatic stop in the open country, where its installation is sometimes difficult and ice and snow interfere with its operation. They prefer the block system, which, by the way, is not so much the rule as the exception on American railroads: according to a recent report of the Interstate Commerce Commission this system was not to be found on four-fifths of the mileage of the

We gather from a painstaking article by Professor Frank Haigh Dixon of Dartmouth on railroad accidents the Atlantic Monthly for May that if every mile of road in the United States were equipped with the excellent block system and every road were double tracked there would still be cause to fear disastrous accidents, and many of them. What, then, is the trouble with railroad conditions? During the year ended June 30, 1906, 977 persons were killed and 12,686 were injured as the result of collisions and derailments. Examining later reports Professor DIXON whose research and conclusions show him to be thorough and conservative, estimates that the total of killed and injured for 1907 "will far exceed that for 1906," in spite of the increase of appliances to save life. Professor DIXON doubts whether the automatic stop is practicable. He believes that what is called "the human equation" must still be and may always be the great problem. To those who follow his elaborate discussion of protective devices and the use of them he says that one conclusion must be evident:

"The fundamental weakness of American ralf roading from the standpoint of safety is the wide spread and almost universal lack of discipline."

Professor DIXON says that this problem is trying the souls o' many o' the best railroad managers. Who is to blame for lax methods and insubordination? Why is the stock phrase "the human equation" so often thrust to the front after a terrible railroad accident? Two organizations operate every railroad, the organized official staff responsible to the law and the public, and the organized employees responsible to neither. Patrons of a railroad may be at the mercy of both these operating bodies. The organized official staff is certainly at the mercy of the organized employees in an emergency unless the management has a genius for discipline. It must be admitted that to please a public which demands prompt and rapid service and to accommodate shippers there is a disposition on the part of some managements to expect trainmen to make up time lost by delays and use their judgment about taking risks. On the other hand, the enforcement of discipline among incompetents and laggards is difficult when organizations of the employees are constantly demanding reinstatements and protesting against penalties in the case of popular members.

The responsibility for lack of discipline must in the last analysis be placed upon the management. Professor DIXON is undoubtedly right when he says that the pretext of interference by the unions will not long be permitted "to stand in the way of a discipline adequate to guard the public safety." The truth should be recognized that until the management of railroad allows neither time schedules nor the demands of shippers to swerve t from the line of safety the unions will have a secret hold upon the organized operating staff and will not be slow to urn it to their advantage. Here and there is a railroad which has few or no disasters to report-the Chicago, St. Paul, Minneapolis and Omaha is one of them-and it will generally be found that the management on that railmed is not afraid of the unions because it has no cause to cajole them.

Committees of the Reichstag that are junketing in one or another of the colonies seem to be having a good time. Now and then they pick up an idea or a bit of information that makes even the tropical temperature bearable.

When the committee sent to the West African colonies landed at Cameroons they saw scores of black women in the market place, their fruits, baskets and other ware spread around them, and a baby on nearly every back, soundly sleeping in the hot sun, with its little nose buried in its mother's flesh. Trade competition often induced the women to hop around at a lively rate to secure a customer and the heads of the sleeping babies bobbed to and fro, their noses getting the brunt of the collisions with the maternal back.

The committee advances the theory that this incident may explain the flatness of nose in the negro race. That feature has been subjected for ages to this shaping process and finally a racial tendency to pasal flatness was doubtless established.

A discovery made by the committee to German East Africa is also interesting. The most important settlement among the Heambara Mountains was formerly known as Wilhelmsrods. The natives had some difficulty in pronouncing the name. The sound of it, however, suggested two English words with which visitors to the coas were familiar and which recalled pleasant memories to some of them. The words were "whiskey sods," and the name, though not the beverage, was immediately trans ferred to the interior. The blacks, far and wide around the German town, the present erminus of the Tanga railroad, know it by no other name than Whiskey Soda. The Germans regard this substitution as in bad taste and even libellous and have changed the town's name to Wilhelmstal in the hope that with advancing divilization the use of whiskey sads for geographical purposes will cease.

Gentle Represch for a Famous Man. TO THE EDITOR OF THE SUN-Sir: Far be to from me, an obscure teacher in a poor little privat kindergarten (a poor thing, but mine own), to dis turb the all too beautiful-for-earth periods of Mr. Hamilton Wright Mable, as reported in your columns of this morning: but when one comes down to earth a bit, one finds that Freebel's dis-covery was that the curiosity of the child—his imitative genius—tendency to make his sports "pretend" this and that he saw his elders do—

But of course no one constituted on the poetical lines of Mr. Mable could state this in terms of mere terrestrial speech. NEW YORK, May 4. BERTRA SUMNER.

Education of a Greek Athlete.

Achilles had just been made invulnerable save "So he can umpire a ball game," explained his CONTROL OF CORPORATIONS.

THE SUN. MONDAY, MAY 8, 1907.

It Should Be Ethical, Not Economic, Prosperity is to lie 516 To the Epiron of the Six-Sir: The relations between the public and the corporations have assumed such an inimical phase that the time has come for seeking a modus vivendi if the prosperity of the country is to be measurably maintained. If is an old saying in the Far West that it is easier to set a prairie on fire than to stop it. For the first time in our national history that lurid condition is now reflected in the economic warfare that is being waged within our own borders.

This aspect of the corporation problem did not prevail at the beginning of the present campaign. In its origin it was purely an ethical question. It aroused the moral sense of the community on the subject of rebates, and the injustice of preferences among shippers appealed with force to the community and with poignancy to most of the shippers. The progress of the cam-paign has shed light upon the internal ad-ministration of some of our largest railroad companies, and it must be admitted that the scenes disclosed have an aspect as predstory as that of the cave sought by Ali Baba. The revulsion produced by the public examinations into these moral condition has led to the search for remedies that seem prompt and effective, without much regard their logical or practical app Each disclosure of fiduciary wrong is followed by sumptuary laws bearing on the propertialready despoiled, as if the ancient notion of the deodands still prevailed. But the American mind is too practical to endure these conditions. The transportation sys

verted into a commercial pariah withou injuring the whole business fabric.

Making due allowance for these eccentric phases, it must still be evident that the present agitation will produce permanent effects upon our corporate affairs. The great mass of business conducted by public companies will be subjected to new powers and influences. They must pass in great measure from purely personal to official control. In order that such changes may be beneficial it is my contention that they should be de veloped along the same lines upon which the present agitation originated. On the ethical side of railroad management legislation can-not be too stringent, but on economic matters involved in transportation formal enactments should be kept near the minimum. Domination, not administration, is the ideal relation

tem enters too largely into every channe

of business and range of values to be con

between the State and its bodies politic. The recollection of a few familiar incidents in the history of American corporations will illustrate this position. The people of this republic refused about seventy-five years age to permit their public officials to engage in the building of railroads. On the contrary seeking private moneys for that purpose The primary condition of this system of con struction was the vesting of the ownershi and title of the properties in the organize tions of men who contributed the The accompanying element in this appear for individual resources was the recognition that the right to private profits lay at the foundation of such investments. Where it was intended to limit those profits, provision were inserted in the legislation that whe dividends reached specified percentages the tolls should be reduced accordingly. But there was a concomitant of this owner-ship which greatly lessened its value and

which is peculiar to this country. The railroads could, with few exceptions, be duplicated at any moment by other adventurers. our system of general railroad laws another line of track might be laid alongside of any existing rail. The Government itself might duplicate existing lines, as the United States did in substance by aiding roads parallel to the Union Pacific. In short, the fundaments principle of the American railroad system was free trade in construction and operatio This open door to enterprise was deemed the appropriate safeguard for the public. Under this regime the State Constitutions protected railroad property by the requirement of du process, and for many years no publicist was inspired with the idea that rates could b prescribed in respect to property representing private investments subject to the risk of duplication. Much has been said in this connection about the exercise of rate making powers by European railroad commissions but it is forgotten that the fee of European lines is protected by the requirement of par liamentary permission to build a new railroad and that such permission is not given when the new enterprise is to be established within a radius which may injuriously affect the existing line. The genius of the American people would not admit of such restriction. it preferred to rely upon the broad principle of competition. Thereupon, accepting such faculties, the savings of the nation have been applied to the building of more than two hundred thousand miles of track.

Under this system of the unlimited private control of railroads much evil has crept into their administration. With this great mass of material resources in individual hands, it is not remarkable that everything has not bee conducted in a rectilinear manner. Indeed considering the opportunities of the business the Warren Hastingses of our railroads may wonder at their own moderation. However the trespasses in the shape of rebates and overissues of securities reached such as cute stage that the national Government initiated the enforcement of the Federal commercial powers. That such enforcementhas been beneficial upon certain lines is gen erally conceded, and it is well worth to assess some of the advantages that the country has derived from President Roose

velt's policy.

The foremost integer to place to the credit of this national policy is the enhanced respect for the law of the land. This is the movaluable asset which our Government has acquired for many a long year. It is par-ticularly valuable as an object lesson for the 1,000,000 immigrants annually landing on our shores. Considering the charges made agains is nationally in this particular, whether justly or unjustly, the vindication of the impartiality f our law is most opportune. Not since the famous Prince was arraigned before Sir John Pascoigne have Anglo-Saxon communities been so much impressed with the equanimity which our tribunals evince toward persons or personalities. As a corollary to this vindication of the supreme law, it is evident that individuals will not hereafter so easily manipulate public franchises. From the point of view of the stability and illustration of democratic government, the builders of some of our recent Federal statutes wrought better than they knew, and our President could upon his plane "rest and be thankful." Another great result is the establishment of the principle of the full publicity of cor-

porate affairs. The transactions of com-panies and the dealings with their franchise and securities can no longer be conducted in the dark. It is incredible that legislation on this line has been so halting, not to say lacking. The reports made to the officials at the State capitals have been nearly of a perfunctory character. If the requirements in this respect of the Interstate Commerce Commission be continuous and compre hensive it will demonstrate its own useful-ness. A body of that character may utilize two methods of ascertaining and blazoning the affairs of public companies. We have lately witnessed its oral powers in this respect, but in view of the numerous properties

involved such resource is applicable only in a few important instances. As an adjunct to the power of public ex-amination of railroad officials the requirement of a standard of accounts by corpora-tions will be a prolific source of benefit to the public as an investor and to the Governthe public as an investor and to the Govern-ment as a tax assessor. The writer remem-bers hearing the Nestor of the New York bar, Charles F. Southmayd, state at a meet-ing of bondholders held many years ago that "railroad accounts were a beauty and a mystery past finding out." Conditions in respect have not much improved since that time. That occupants of public franchises are delinquent in se primitive s duty has contributed not a little to their own detriment. The new system is intended to require the showing of all essential eleents that indicate the real financial dition of the properties, and these state-ments are to be coordinated in a simple form

understandable by any one reasonably familiar with the subject. As the Supreme Court has decided that the books of all corauthorities, there is a continuous corrective for incomplete reports. This publicity w of itself act as a solvent of many grievances. This publicity will The enforcement of the Sherman law should also be placed to the credit of the Administration. The execution of the anti-trust law has been frequently charged with being a tical failure. It is alleged that the con trol of the properties involved in the Norther Securities litigation remains in the same hands. From that statement the deduction s drawn that the law cannot prevent the roads through corporate or individual action. We believe that this is too narrow a view of the subject. It should be remembered that sembnations of parallel roads generally involve large additions to the amounts of outstanding securities. The holding company is capitalized at a much greater sum than the total of the stocks of the companies holden. This factor is a powerful financial inducement for such combinations, in addition to the reasons of business management. But in the face of the policy of the Administration, this branch of the capitalizers' occupation is gone, and a potent inducement is thus subtracted from the system of combinations. If the concrete results remain the same in some instances of dissolved combinations, it may be that the stocks acquired in further ance of such schemes cannot be easily dis-posed of, leaving an informal combination But this remaining stat is still subject to the drastic action of the Executive, if it were intended to proceed in such a spirit against combinations before the law had been interpreted.

In the case of exceptional corporate re-sources, such as exist with the Union Pacific and its allied lines, the alleged infringement of the Sherman law may not necessitate the formation of a holding company to represent specifically the combination of properties. But the Sherman law is comprehensive enough in denouncing any form of com-bination, and the courts may adapt their decrees to the sullification of any phase of control of competing lines. Therefore a corporation may be directed to sell treasu assets consisting of stocks in competitive lines. In short, the enforcement of this Congressional legislation, whether that legislation, whether that legislation. lation be economically sound or not, is merely a question of the greater or lesser severity in the exercise of the Executive power. the main result sought is now assured. As profitable stock creations cannot be based upon such projects they have virtually ceased. In principle and practice the President's employment of administrative power in this

direction should be deemed a success.

The above schievements are certainly not iconoclastic and are generally regarded as conservative. Either from a legal or a popular aspect they apply more particularly to the faithful administration of corporat affairs. But at this point we reach the parting of the ways. After more than half century of the surrender of railroads to pri opposite extreme, to treat them as if they were departments of the Government. The national rate bill is being followed by State statutes prescribing specific tolls. The con-stitutionality of the Federal act has not yet been tested, and the economic soundness of the State statutes will soon find their leve They are now referred to as illustrations of the passing of the boundary between the ethical and the economic territories of legis-

lation upon corporate affairs. Conceding that the relations of the rail roads to the public are to become a more prominent element in our business life, what is the line of logical demarcation of their respective attributes? Should not the Gov should not the corporate powers which i vision? The necessary affirmative reply to authorities to sit in judgment upon each and every new exercise of a corporate franchise The principal acts performed by bedies politic after the construction of their works, consist in the issues of new securities. Whether they be mortgage bonds, or increases of stock the previous authority of the legislative bodies is requisite. Whether the object sought be consolidation or merger or any other form of corporate transmutation power derived from the public. In the course f our financial history it has been found that the general provisions in legislative form bearing on these constituent or quasi-con-stituent actions, are insufficient for the public rotection. Primarily the investing pu has been the principal sufferer from this legal insufficiency. To the extent to which over issues may enter into the computation of rates, said to be 20 per cent., the shippers and

consumers have been the sufferers. The new era of governmental domination is apparently to assert an administrative control over corporate issues -so that in instance their propriety may be ascertained in a semi-judicial method before they are llowed to permeate the savings bank vaults or the insurance reserves, or individual investments. This is a form of financial police to which the public is entitled—to be proected against the abuse of weapons it has itself moulded.

It is unnecessary to attempt to specify i detail the action which commissions should exercise over this subject matter. Their powers should be commensurate with the statutory powers of corporations in reference to all corporate acts, as distinguished from mere administrative functions. It is true lated along these lines, but the interested parties have generally managed to originate some form of corporate action which was not covered by the enactments. With broad and general powers conferred on these commissioners, and with their personnel properly constituted, only healthy results should fol low from this control.

It is a curious feature of the contemporary attacks on corporations that down to the present time the parties most affected by their arraignment seem to be the bondholders and stockholders. Therefore the investing public of the future should welcome the check which public commissions may place upon inordinate issues of paper. In this way and by these beneficent methods of control, the campaign may proceed along true conservative lines and the capital needed for th transportation purposes of eighty-five mil-lions of industrial people may be encouraged to seek an assured haven.

These considerations are so palpable that they have already been perceived by many impartial observers. Unfortunately the field of observation has been obscured by the division, not to say confusion of powers over the subject matter, as distributed between the subject matter, as distributed between the Federal and State Governments. As the corporations are creatures of State authority the States are naturally the sources

for the regulation of their powers and the prevention of their abuse for personal benefits. If the pervading feeling had originated with the State authorities its logical direction would have been toward powerful com-missions—to supervise and control the em-ployment of franchises conferred, such legisation as seems to be new incheste in this State.

But the impetus was given by the Federal authorities, and as the powers of the Federal Government relate merely to the user of franchises in interstate commerce, its efforts sarily been diverted economic and operating side of railroad questions. Proposed rate legislation and its codicil, readjustment of present capitalizaion, are the results. The initiative thu tion, are the results. The initiative thus emanating from an agency which is considered to one aspect of the subject has given an oblique tendency to its treatment. If the whole legislative territory were of Federal cognizance Washington would probably have found the solution in stopping improper corporate issues at their inception, instead of attempting to demonetize them by measures tending to affect their revenues in the ures tending to affect their revenues in the hands of bons fide holders.

The States being vested with the primary power over the corporate agencies that con-duct interstate as well as infrastate com-merce, a choice of appropriate and efficient remedies is amply repeated to their hands. There is no sound reason for their electing

pt the plan of rate fixing which the deral Government adopted beautiful det strike at the foundation by climing all corpors. ing the improper exercise of corporate financial franchises. The selection of the sumptuary method by some Legislatures must prove ephemeral as long as the internal conduct, of the transportation business is in the hands of its owners. Other communities that are wisely exerting legitimate and ample police power over corporations and their franchises without attempting the practical conduct of their business will reap

the richest harvest of prosperity.
The business of railroading and of financial railroads in this country is no longer aleatory. Money normally seeking investment is too largely present and the accelerated increase of prosperity is too evident. On the other hand public conditions preclude the reaping of the uncarned increment. The combination of all elements involved has converted railroad enterprises into stable undertakings. Meanwhile, whether rightly or wrongly the country has acquired the conviction that it is oppressed economically in order to pay tribute for fictitious representatives of value. The removal of this impression will be the first removal of this impre article of pacification.

To this end all organizations involved should accept the inevitable and unite in urging the prompt passage of measures establishing genuine and potent railroad commissions. The personal regime over public utilities is doomed, and further contention to retain it merely prolongs settled conditions. When the principle be all corporate issues of bonds and stocks must be made in the light of day-a finality of antagonism may be near at hand. But these inspecting and semi-indorsing powers of State commissions must emerge with all their amplitude. They must not be fol-lowed by some kind of flotation which does not received not legally require and has not received the commission's stamp. Should securities that pass the legitimate ordeal be any less acceptable to corporate or individual investors? On the contrary, money properly employed should cost less when obtained under such auspices, and the great improve-ments which the country needs, instead of

being retarded, would be expedited.
Under this protocol the professional politician would be left without employment in the line of anti-railreading. As every important corporate act would be sifted by public authorities at its inception, their approval would constitute moral as well as legal sanction. If corporations were not taken out of politics, they would at least be reduced to a minimum element

EDWARD L. ANBREWS. New York, May 4.

THE SALARIES OF OUR JUDGES. Lawyer Who Thinks 817,500 En

TO THE EDITOR OF THE SUN-Sir. The proposition to increase the salaries of Jus-tices of the Supreme Court in the First and nd Departments from \$17,500 to \$25,00 a year, with an increased expense to the tax-payers of several hundred thousand dollars a year, is a question for very serious con-sideration. The writer doubts if such proposed increase meets with the approval of the bar of New York and Kings, who neces-sarily have the best expert knowledge of the matter involved.

In the first place, there is in many quarters

mistaken idea of the qualities required of

Supreme Court Justice.

There are at the New York and Kings county bar to-day between ten and fifteen thousand lawyers, with the number constantly increasing, and there are without question thousands of those practising law-yers who could perform the duties of a Supreme Court Justice as well as the present olders of those places.

Fair ability, a kind heart, almost infinite patience and a mind free from prejudice are he qualities which go to make up an ideal Judge, and these qualities sufficiently developed can be found in at least one in every ten of the practitioners to-day at the New York

The layman who reads an opinion of the Appellate Court may wonder at the learning of the Judge who wrote it, but it is only fair to say that such opinion has been written after a reading of the briefs of counsel on after a read either side, who have placed before the Court all of the authorities bearing on the question under consideration and a discussion of the facts which are contained in the printed record, and generally speaking the work of counsel on either side in preparing his brief and argument is harder than that of the

The lawyers at the New York bar who earn \$17,500 a year net, that is, above all expenses such as office, clerk hire, books, supplies, &c. are extremely few, meaning, of cou lawyers who present the vast bulk of queslawyers who present the vast bulk of ques-tions for litigation to our Supreme Court, such as actions for personal injuries, to re-cover for work done, goods sold, money loaned, &c.

It should not be expected that the beach should be recruited from that small body of lawyers who by furnishing business ability in the management of great corporations receive fortunes every year and who rarely are seen in the court house in the trial of an action.

reserve fortunes every year and who rareay are seen in the court house in the trial of an action.

The names of Landon, Peckbam, Barnard and Dyckman, not to mention dozens of others, recall Supreme Court Judges who for many years served the people well for \$5,000 a year, and it was not until very receptly that the salaries of the United States Judges in the Bouthern and Eastern districts of New York, including the metropolitan section, were slightly increased over that sum.

Through the wider acquaintance which elevation to the bench brings qualities and abilities may be discovered which will command much higher salary than the State or city is paying, but it does not follow that for the service of the city and State ability and qualities fit and sufficient for the position cannot be obtained at the old rate.

New York, May 3.

LAWYER.

Comparative Religion.

TO THE EDITOR OF THE SUN—Ser: In the Literary Digest for May 4 there is an article setting forth is parallel columns the coincidences of philosophy and expression in a book of Dr. Charles Gilber Davis, called the "Philosophy of Life," and the sc called new theology of the Rev. R. J. Campbe of Great Britain, attributing these coincidences t

mental telepathy.

A simpler and more convincing reason for thes correspondences, in my opinion, is the probability that both Dr. Davis and the Rev. Mr. Camp bell had read "Science and Health" by Mrs. Mary Baker G. Eddy, and were perhaps unconsciously influenced by it. There is not an assertion of truth

But then, again, there is very little in the teaching of Mrs. Eddy that does not find its parallel in the teaching of the Yogi; and I am more and more increased with the fact that Hindulem, stripped of its theology, and Christianity, stripped of its theology, are one and the same; as, indeed, they must be in so far as either of them is true. H. D. E. be in so far as either of them is true. H. D. E. NEW YORK, May 4.

Mr. Roosevelt Bears the Palm. To THE EDITOR OF THE SUN—Sir: At a recent meeting of the municipal Council of Cristobal, Canal Zone. Captain G. V. Crowell. a member of that body, secured the name of Roosevelt avenue for the first abreet in Cristobal, which begins at the Panama Baliroad attain, terminating at Commons statue. This street was formerly known as Palm avenue, the most beautiful promenade and driveway in that section.

avenue, the most beautiful promenade and drive-way in that section.

Captain Crowell is a native of West Harwich, and a well known former steamship captain, but for the last three years has held a responsible position in the Panama Canal Commission and is the first to give President Roosevelt's name to any street or building on the Zone. A. H. Colhy.

What Harwick, Mass., May 4.

Colonel Sid Topp Approciated.

From the American Republic.
The Rev. W. H. Evens of Dallas, Tex., says: "To characterise the merits of Mr. Tapp's style—classic Greek at last has found its perfect mould. His wealth of words is of value to the world, more than Rockefeller's gold, and they are but the discipline servants of his rich store of profound though the is an artist of whom the world will yet be mor proud than of Shakespeare."

Hint to a Priend of Humanity

From the Saturday Review. If Mr. Carnegie would give himself a few good historical works, and a coach to keep him atraight in contemporary affairs, he would be doing a considerable service to the world: for millions oblige, and apparently he must be always talking. JERSEY WATER FOR NEW YORK.

C. C. Vermeule Talks of a Great Reservoir to the Passale Valley.

ORANGE, N. J., May 5 .- Cornellus C. Vermeule, consulting engineer to the State Geological Survey, addressed the New Engand Society of Orange last night on the "State Control of a Water Supply," in which he outlined the plans for a great storage reservoir in the Passaio Valley. He deplared that it would be feasible to utilize this reservoir for the supply of water to the city of New York pending the completion of the new Catskill plant and distrib-

uting system.

"This section of New Jersey," said Mr. Vermeule, "is essentially a part of Greater New York, notwithstanding that it is separated from New York by an imaginary line and the pressing importance of protecting our water supplies arises in no small degree from the presence of the great metropolis across the Hudson. The total amount of water consumed in Greater New York in 1906 may be estimated at 484,000,000 gallons daily and the consumption is increasing 20,000,000 gallons each year. I estimate the total cost of water works in Greater New York at the present time to be substantially \$135,000,000, and the extensions now under construction intended to bring water from the Catskills are estimated to cost \$160,-000,000, which at once makes the total investment of Greater New York in water works \$293,000,000. In addition to this an expenditure of several millions of dollars required each year for extending and

is required each year for extending and running pipe in the streets, maintaining and running pumping stations and so forth. "It is not expected that the Catakill supply will be sufficient to provide for more than twenty-five years in the future. It will be seen from these figures that so long as New York continues to grow at the present rate the building of waterworks can never again be suspended, but that the city must go on from year to year reaching out further for the necessary supply.

"The Catakills are distant 100 miles from the city of New York, whereas the Passaic River at Little Falls is distant only sixteen miles from the Central Park reservoirs, and is at a sufficient elevation to deliver the water into these reservoirs without pumping. The expense of delivering water from the Passaic to the city of New York is insignificant as compared with the expense of bringing water from the Catakills, and if a private corporation could obtain the right to store and divert the waters of the Passaic River to supply the city of New York it could realize an enormous profit and still deliver the water more chasply than it could be obtained by the city from the Catakills."

Mr. Vermeule did not advocate, however, delivering this gold mine to any corporation

Mr. Vermeule did not advocate, however, delivering this gold mine to any corporation or private concern, but held that the waters were the property of the people as a whole and that the State must be paid for any water taken from the supply. Continuing he said:

water taken from the supply. Continuing he said:

"While it is impossible to permit private corporations to sell water to New York city, the State Commission could safely do so for a time, pending the completion of the Castkill plant, the revenue going to repay the cost of the reservoir, or, in other words, accruing to the benefit of the people of the State, and the supply would not be impaired when New Jersey sought to turn it to its own use. This would produce a large additional revenue and would make the works very profitable."

AN EXPRESS RATE REDUCED. The U. S. Express Co. Boubled the Rate on Cut Flowers From New Jersey.

Washington, May 5 .- The Interstate Commerce Commission has rendered its first opinion in a case involving the reasonableness of an express rate. The case was brought by the Society of American Florists, which claimed that the rate charged by the United States Express Company for the shipment of cut flowers from New Jersey points to New York was unreasonable, excessive and unjust. The rate complained of was 50 cents per 100 pounds until July, 1906, when it was increased to \$1 per

Commissioner Franklin K. Lane, who delivered the opinion of the commission, holds that the rate should be reduced to 60 cents per 100 pounds. The order of the ion requires the express company rate after June 15 and directs that on or before that date it shall put in a 60 cent rate from Chatham and Somerville, N. J., to New York city, a 72 cent rate from Allentown, Pa., to New York city, and from Philadelphia, Hillside and Dorrancetown, Pa., a 90 cent rate. The order also directs a reduction in rates on empty flower boxes from New York city to the points named to the merchandise rate of 50 cents per 100

pounds.

The express company defended its increase of 100 per cent. in its rate by claiming that the delivery service of cut flowers in New York was much more expensive than that given other articles, and that it could not increase its rate a sufficient amount to meet the expense of this special service without largely increasing the total rate, because of its contracts with the railroads, under which it was required to the state of the contracts. pay 45 per cent. of its gross receipts the railroad companies for transporta-

THE HOUSING OF THE POOR. President Appoints a Commission to Suggest

Sanitary Reforms in Washington. WASHINGTON, May 5 .- In accordance with recommendations in a report made by James Pronson Reynolds upon the housing of the poor of the District of Columbia, President Roosevelt has designated fifteen men and women as members of "The President's Homes Commission," who will make suggestions for sanitary reforms in dwellings in the District. The title of the body was the thought of Mr. Reynolds. The persons designated are Gen. George M. Sternberg, former Surgeon-General of the Army; Dr. George M. Kober, William H. Baldwin, Frederick I. Siddons, Prof. George W. Cook, Whitefield McKinley, Miss Mabel Bcardman, secretary of the Red Cross; Mrs. Arnold Hague, James Bronson Reynolds, S. W. Woodward, John B. Sleman, Jr., T. C. Parsons, Emmett L. Adam, P. J. Brennan and William F. Powney.

In his letter to each of those designated the Prosident says that "it seems to me that this commission has before it a large field of usefulness." dent's Homes Commission." who will make

GOV. HUGHES IN BROOKLYN. He Will Speak at the Dinner of the Young

Republican Club on Saturday Night. Gov. Hughes will be the guest of honor at the annual dinner of the Brooklyn Young Republican Club to be held next Saturday night at the Union League Club. Influential Republicans all over the borough are much interested in the gathering and it is ex-

interested in the gathering and it is expected that over three hundred of them will attend.

The Young Republican Club has long been a strong advocate of direct nominations and feels rather sore over the turning down of the proposition by the county committee of the regular party organization. It is thought that Gov. Hughes may make some reference to the subject in his address. address.

Chairman Timothy L. Woodruff of the State committee and the county leader, will be one of the speakers.

President and Secretary Root on Horseback Washington, May 5 .- The President and Mrs. Roosevelt went out in the country for a horseback ride this afternoon. They were accompanied by Secretary Root, who frequently goes with the President on his rides in the northwestern suburbs of Washington. Mr. Roosevelt attended the morning service at Grace Reformed Church to-day as usual.